

MD 133 IS ASSUMED TO RUN  
IN AN EAST WEST DIRECTION

PROPOSED SIGNALS

6,7  
R  
Y  
G  
12"

PROPOSED SIGNS

13,14  
ONLY  
R3-5L  
30" X 36"

16  
DO NOT  
BLOCK  
INTERSECTION  
R10-7(2)  
24" X 30"

EXISTING SIGNALS

1,2,3,4,5  
R  
Y  
G  
12"

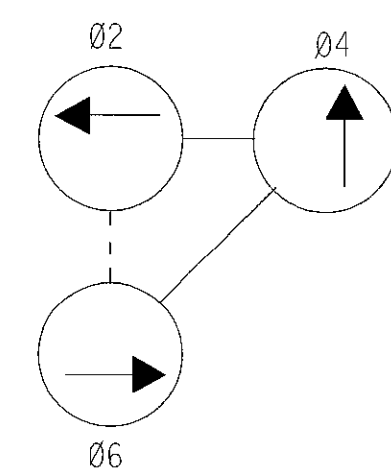
EXISTING SIGNS

8,9  
Old Court Rd → Old Court Rd

11,12  
← Old Court Rd

10  
LANE  
ENDS  
MERGE  
LEFT  
W9-2(4)  
42" X 30"

NEMA PHASING



FLASHING  
OPERATION

- 1). PHASES ASSOCIATED BY A DASHED LINE  
WILL OPERATE CONCURRENTLY
- 2). PHASES ASSOCIATED BY A SOLID LINE  
WILL NOT OPERATE CONCURRENTLY

CONSTRUCTION DETAILS

- (A) USE EXISTING CONTROLLER
- (B) USE EXISTING STEEL POLE WITH SIGNALS, SIGNS.
- (C) USE EXISTING STEEL POLE WITH SIGNALS, SIGNS, 20 FT. STREET LIGHTING ARM.  
INSTALL 50 FT. MAST ARM WITH SIGNAL HEADS, SIGNS.
- (D) USE EXISTING ELECTRICAL HANDHOLE.
- (E) USE EXISTING CONDUIT.
- (F) INSTALL 24 IN. PREFORMED PAVEMENT MARKING TAPE FOR STOP LINE.
- (G) EXISTING LUMINAIRE TO BE REMOVED.
- (H) INSTALL PAVEMENT MARKING - ARROW.
- (I) REMOVE EXISTING SPAN WIRE, SIGNAL HEADS AND SIGNS.
- (J) INSTALL 6' X 30' QUADRUPOLE LOOP DETECTOR ENCASED IN 1/4" INCH FLEXABLE  
TUBING (3-6-3 TURN).
- (K) INSTALL MICRO LOOP PROBES (500 FT. LEAD-IN).
- (L) EXISTING LOOPS TO BE ABANDONED.
- (M) INSTALL 1 INCH ELECTRICAL CONDUIT (GALVANIZED SLEEVE).
- (N) INSTALL 1 INCH LIQUID TIGHT FLEXABLE NON-METALLIC CONDUIT AND FITTING  
(DETECTOR WIRE SLEEVE).

GENERAL NOTES

- PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND  
CONDUIT INSTALLATION ARE COMPLETE.
- THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF  
THE SIGNAL EQUIPMENT.
- PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE  
CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
- SEE SIGNING AND PAVEMENT MARKING SHEET FOR ADDITIONAL STRIPING.
- STREET NAME AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE  
ROADWAY.
- ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND  
MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY MISS UTILITY PRIOR TO THE  
CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR  
PERCEIVES THAT A CONFLICT BETWEEN UTILITIES WILL OCCUR, THE CONTRACTOR SHALL  
NOTIFY THE PROJECT ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UTILITY LEGEND

G — G — GAS MAIN  
W — W — WATER MAIN  
S — S — SEWER MAIN  
E — E — ELECTRIC CABLES  
A — A — AERIAL CABLES  
T — T — TELEPHONE CABLES

**JMT**  
JOHNSON, MIRMIRAN & THOMPSON  
Engineering A Brighter Future  
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REVISIONS		APPROVALS	
D 01/2003 REMOVE TEMPORARY SIGNAL, 1/4" SPAN WIRE, ADD NEW MAST ARM TO EXISTING SIGNAL POLE, WITH VIDEO CAMERA, SIGNAL HEADS, SIGNS.		TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION	
C 01/2003 RECONSTRUCT SIGNAL DUE TO GEOMETRIC CHANGES, TEMPORARY SIGNAL, 1/4" SPAN WIRE.		ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
C. MARZ		CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
ADD NEARSIDE SIGNAL HEAD FOR MD 133		DIRECTOR, TRAFFIC & SAFETY	
B 9/28/76			
KLF D.D.		B.A.	

<b>MARYLAND DOT - STATE HIGHWAY ADMINISTRATION</b> <b>Office of Traffic &amp; Safety</b> <b>TRAFFIC ENGINEERING DESIGN DIVISION</b>	
<b>MD 133 (OLD COURT ROAD) AT STEVENSON ROAD</b>	
DRAWN BY: LT JB	F.A.P. NO.
CHECKED BY:	S.H.A. NO.
SCALE: 1"=20'	COUNTY: BALTIMORE
DATE: 12/20/72	LOG MILE: 0301.3300-07
TS NO. TS-153D	SHEET NO. 16 OF 22
T.I.M.S. NO.	